

**Parking Alternatives Chosen "As Is"**

<u>Percent</u>	<u>Total</u>	<u>Alternative</u>
5%	6	Alternative 1 - Parking lot on Mt. Vernon property west of Route 235
3%	4	Alternative 2 - Expand East and West Parking Lots plus overflow parking lot on Mt. Vernon property west of Route 235
63%	80	Alternative 3 - Expand East and West Parking Lots and expand existing employee parking lot behind Mt. Vernon wall for overflow parking
29%	36	Alternative 4 - No-Build
<b>Total</b>	<b>126</b>	

<u>Percent</u>	<u>Quantity</u>	<u>Comment</u>
<b><i>Parking Lot "Build" Alternatives</i></b>		
53%	37	Put all new parking behind the wall. If necessary, build underground parking. Also consider half paved and half gravel. No NPS land loss, no tree loss, no pedestrian crossing concerns. Mount Vernon can set up an advanced sales office in the lot. To maintain control of visitors parking inside the wall: put up a security fence to guide the visitors to the main gate.
11%	8	Underground parking (i.e., beneath the existing lot north of Mount Vernon entrance gate).
9%	6	Build in stages. For example, expand the employee parking lot first. If more parking is warranted, then expand the East and West Lots (or vice versa).
9%	6	Construct a two-level garage over the East Lot -- this would provide necessary parking with minimal environmental impact.
9%	6	Expand East and West Lots to accommodate 290 spaces, expanding as much as possible into clearing west of West Lot where unused picnic tables sit.
6%	4	Expand East Lot and expand existing employee lot behind Mount Vernon for overflow parking.
3%	2	Build only 160 spaces to accommodate parking currently in the circle. Expand East Lot by 30 spaces, West Lot by 90 spaces, and put remainder in the volunteer lot. If further expansion is necessary in the future, put it behind the wall.
1%	1	Expand West Lot to 130 spaces and expand existing employee lot behind Mount Vernon for overflow parking.
<b>100%</b>	<b>70</b>	
<b><i>Other Alternatives</i></b>		
46%	17	Shuttle from: Good Shepherd Church, Riverside Park, Mount Vernon High School, Woodlawn, Gunston Hall, Grist Mill.
19%	7	Public transportation (i.e., shuttle from Huntington Metro).
14%	5	Timed entry to Mount Vernon, at least for "mega-events" such as "crafts" and "wine" festivals, George Washington's birthday, etc.
8%	3	Shuttle employees/volunteers (field b/t the Director's house & Ann Pamela Cunningham Building); use employee lots for visitors.
5%	2	Put some car or bus parking lots on the center area of the bus turn-around.
3%	1	Reconfigure and expand existing lots with rotations; opening 1 section at a time and rotating around until the 1st section empties, etc.
3%	1	Hire professional valet parking company (for a fee) to increase the number of cars that can park in existing lots.
3%	1	Visitors should pay for parking close to entry and have a discount for taking shuttles.
<b>100%</b>	<b>37</b>	
<b><i>Bus Parking</i></b>		
86%	6	Problem with bus idling. Control better, especially as buses increase. Perhaps park buses behind wall or remotely to control them and use existing bus parking for visitors.
14%	1	Improve bus parking. Expand parking to bus turnaround and adjacent area.
<b>100%</b>	<b>7</b>	
<b><i>Safety Impacts</i></b>		
74%	14	For pedestrian safety reasons, all parking should be either east of the Parkway or south of Route 235 South.
21%	4	No driveway on Route 235 North -- it will cause accidents for through traffic, and traffic from home developments will be threatened.
5%	1	Mount Vernon should hire a traffic cop on busiest days.
<b>100%</b>	<b>19</b>	

		<b><i>Environmental Impacts</i></b>
62%	18	Do not cut trees where possible; not justified by parking need. Mount Vernon should be protective of trees and environment.
31%	9	Study the impact of these alternatives on the environment (air, water, water table, runoff drainage, animal habitats, and quality of life).
7%	2	Consider aesthetics: Effect on the viewshed from GWMP or Route 235 North/South, and no lights in new lots.
<b>100%</b>	<b>29</b>	
		<b><i>Neighborhood Impacts</i></b>
100%	4	Dislike idea of cars coming near the homes; the exhaust is a health issue. Any new parking outside of the wall would negatively impact the neighborhoods.
<b>100%</b>	<b>4</b>	
		<b><i>Historic/Cultural Impacts</i></b>
100%	3	Mount Vernon should retain its historic characteristics.
<b>100%</b>	<b>3</b>	
		<b><i>Cost/Ownership</i></b>
86%	12	Mount Vernon should bear all costs of the parking project, including reimbursing NPS for their land or have a land swap
14%	2	I would like to know the cost of each alternative for parking and the trails; compare leasing buses with new parking
<b>100%</b>	<b>14</b>	
		<b><i>Traffic/Infrastructure Impacts</i></b>
35%	7	Against adding congestion.
15%	3	No bypass considered.
15%	3	Do not widen Route 235 (no changes).
10%	2	Traffic signal at the traffic circle.
10%	2	Put an automatic gate at the West Lot; cars use it as an exit; and can't be seen until after you turn right from the stop onto Route 235N.
5%	1	Traffic statistics -- accidents are low; no supporting evidence exists of traffic problems.
5%	1	Need a traffic signal at Route 235/Route 235. Cars runs the stops, get in the wrong lanes, etc. -- it is dangerous.
5%	1	Make the yield sign a stop sign at the circle.
<b>100%</b>	<b>20</b>	
		<b><i>Other Comments</i></b>
22%	2	Expand 102 Connector bus service to 24-7; right now it is 5-day, AM inbound and PM outbound.
22%	2	Do not use back gate (west gate/Old Mill) for any vehicle access.
22%	2	Street lights on Route 235 next to post office need to be restored.
11%	1	Put educational center west of Route 235.
11%	1	Get Mount Vernon to reduce its advertizing to reduce traffic.
11%	1	Will the neighborhood, county, state, agree and permit future development at Mount Vernon?
<b>100%</b>	<b>9</b>	
		<b><i>Process/Methodology</i></b>
81%	21	The future need is apparent but not proven (especially since 9/11); terrorism and war may decrease demand further. New parking is not warranted based on provided information. Verify data: that parking demand does not reflect visitors arriving by bus; number of days circle is used; an independent group should validate data.
12%	3	Adhere to 5 SPP criteria; none of the build alternatives meet criteria -- develop more alternatives that do meet the criteria.
4%	1	Decision should be based on engineering and cost consideration. As long as parking is needed, "no build" is not acceptable.
4%	1	Wait until the Visitor Center is complete before beginning anything with parking.
<b>100%</b>	<b>26</b>	
<b>238</b>		<b>TOTAL ADDITIONAL COMMENTS ON PARKING</b>

**Trail Alternatives Chosen "As Is"**

<u>Percent</u>	<u>Total</u>	<u>Alternative</u>
2%	2	Alternative A - Cross Parkway with bridge, follow existing trail to Route 235, cross Route 235, and continue past post office
92%	76	Alternative B - Continue from end of existing trail through parking lots and around circle to Route 235
6%	5	Alternative C - Cross Parkway with bridge, stay behind west parking lots to Route 235 near the circle
<b>Total</b>	<b>83</b>	

<u>Percent</u>	<u>Quantity</u>	<u>Comment</u>
<b><i>Need</i></b>		
83%	10	No trails needed -- the majority of bike/pedestrian use takes them to Mount Vernon to use the facilities and drinks and then back to Alexandria or they use the East Lot to start their trip to Alexandria. Those that cross over to the Fairfax path don't usually use the path at all. Most foot or bike traffic is not connected with attendance to Mount Vernon. Serious bikers use the roads at speeds over 20 MPH. Give more information on evaluation criteria and trail usage statistics.
8%	1	Trail expansion should begin with area beyond Grist Mill.
8%	1	Uses the trail extensively and glad there is a plan to connect the pieces in a more meaningful way.
<b>100%</b>	<b>12</b>	
<b><i>Alternatives</i></b>		
57%	8	Do not put a bridge over the Parkway.
36%	5	Tunnel for pedestrians/bikes under the circle with CCTV for security. Look at other locations, such as at covered bridge.
7%	1	I would like to know the cost of each alternative for parking and the trails.
<b>100%</b>	<b>14</b>	
<b><i>Traffic/Infrastructure Impacts</i></b>		
50%	3	Do not want a solution that will increase pressure for additional construction/changes such as a bypass.
33%	2	Install signage that directs vehicles and bikers/pedestrians to the correct crossovers.
17%	1	Do not put a sidewalk on Route 235 North.
<b>100%</b>	<b>6</b>	
	<b>32</b>	<b>TOTAL COMMENTS ON TRAILS</b>

<u>Percent</u>	<u>Quantity</u>	<u>Comment</u>
25%	4	Presentation was not posted on web as promised; post more information as well. The trail data was not presented at the meeting, and a biologist should have been present.
19%	3	Original agenda did not include comment period, which would have not been a "public meeting." Public meetings need better format. Avoid the impression that the study is pro forma and conclusions have already been made.
13%	2	Thank you for the opportunity to offer comments
13%	2	Slides used during presentation were difficult to read. Alternative slides were too small, and "preliminary parking concepts eliminated" bullets were not clear.
13%	2	Audio system difficult to hear through auditorium. Have everyone in Q&A use microphone.
6%	1	The June meeting was not adequately publicized.
6%	1	Who are the preliminary and final decision makers? Will they be at the next meeting to explain their rationale for decisions made?
6%	1	Felt like meeting was advocating Mount Vernon, not Federal Highways or citizens.
<b>100%</b>	<b>16</b>	
	16	TOTAL COMMENTS ON PUBLIC MEETING